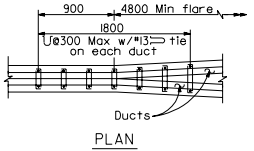
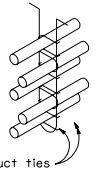


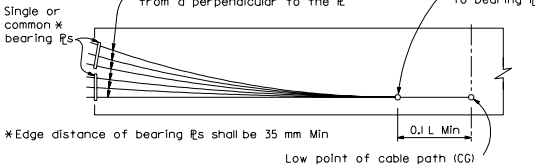
PLAN



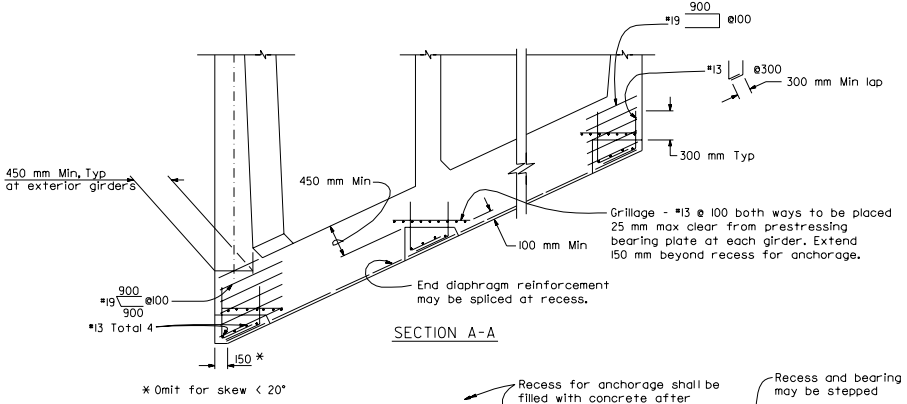
NOTE

Place closed end of duct ties in direction of flare.

STIRRUP REINFORCEMENT AT FLARE OF GIRDER STEM

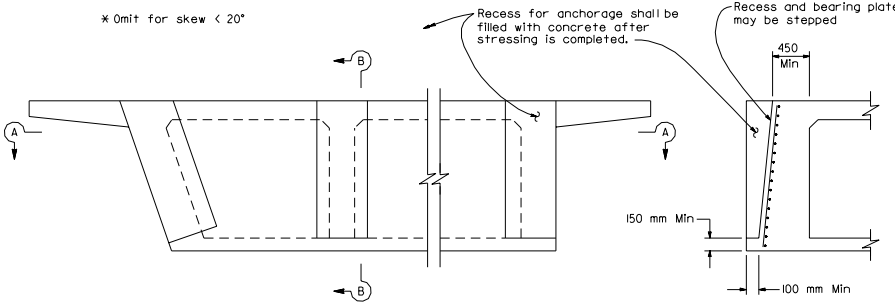


BEARING PLATE PRESTRESSING PATH



SECTION A-A

* Omit for skew < 20°



PRESTRESS ANCHORAGE DETAILS AT SEAT TYPE ABUTMENTS

SECTION B-B

NOTES

Distribution of prestressing force:

Unless otherwise noted, the prestressing force shall be distributed with an approximately equal amount in each girder and shall be placed symmetrically about the center line of the structure. In slabs, the prestressing force shall be uniformly distributed across the slab.

Stressing sequence:

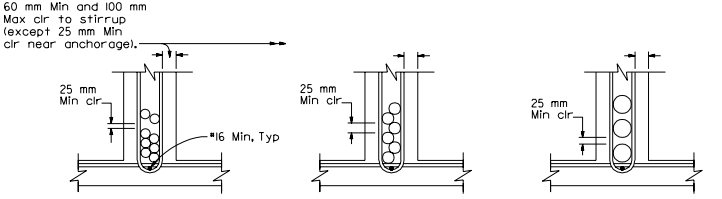
No more than 1/2 of the prestressing force in any girder may be applied before an equal force is applied in the adjacent girders. The maximum force variation between girders shall also not exceed the prestressing force of the largest tendon used in all girders. At no time during stressing operations will more than 1/6 of total prestressing force be applied eccentrically about the center line of the structure.

Girder stem may be flared near anchorage to provide clearances for the particular anchorage system.

Place duct ties, as shown for flare girder stem, at each location where ducts change horizontal direction.

Bar reinforcement interfering with the prestressing tendon alignment shall be adjusted, as approved by the Engineer.

The Contractor shall submit working drawings to the Engineer for approval. The working drawings shall include any additions or rearrangement of reinforcing steel from that shown on the plans. Sufficient points shall be shown on the working drawings to place ducts accurately.



DUCTS 75 mm OD AND LESS

DUCTS OVER 75 mm OD TO 114 mm OD

DUCTS OVER 114 mm OD

CLEARANCE REQUIREMENTS FOR DUCTS

NOTES

1. Duct patterns shown are for a 300 mm wide girder stem. For other widths the minimum clearances must be maintained.
2. ⊓ Stirrups may also be used. For continuous stirrups in girder stems greater than 400 mm wide (ie: at flares) use 2-#16 minimum ⊓ or ⊓.
3. For additional details see Standard Plan B7-1.
4. Approval of the Engineer is required for deviations.

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

July 1, 1999
PLANS APPROVAL DATE

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

REGISTERED PROFESSIONAL ENGINEER — F.H. Hoffman — No. 46401 — Exp. 3-31-03 — CIVIL — STATE OF CALIFORNIA

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

CAST-IN-PLACE PRESTRESSED GIRDER DETAILS

NO SCALE

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN

B8-5

1999 STD. PLAN B8-5